

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-010398**Date Inspected:** 15-Nov-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Guo Yan Fei**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** OBG Crossbeams**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) Steve Hall was present during the times noted above for observations relative to the fabrication of the SAS Superstructure being performed by Zhenhua Port Machinery Company (ZPMC) at Changxing Island, in Shanghai, China. QA observed and/or found the following:

OBG CROSS BEAM CB1

This crossbeam has been brought back to the dock in order to allow American Bridge / Fluor (ABF) and Caltrans QA inspectors to perform Ultrasonic Testing (UT) on the Complete Joint Penetration (CJP) corner joints using the "D" scanning pattern described in AWS D1.5 figure 6.7. The purpose for this particular testing method is to detect suspected transverse cracking of the CJP corner joints.

OBG CROSS BEAM CB2

This crossbeam has been brought back to the dock in order to allow American Bridge / Fluor (ABF) and Caltrans QA inspectors to perform Ultrasonic Testing (UT) on the Complete Joint Penetration (CJP) corner joints using the "D" scanning pattern described in AWS D1.5 figure 6.7. The purpose for this particular testing method is to detect suspected transverse cracking of the CJP corner joints.

OBG CROSS BEAM CB3

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This crossbeam has been brought back to the dock in order to allow American Bridge / Fluor (ABF) and Caltrans QA inspectors to perform Ultrasonic Testing (UT) on the Complete Joint Penetration (CJP) corner joints using the “D” scanning pattern described in AWS D1.5 figure 6.7. The purpose for this particular testing method is to detect suspected transverse cracking of the CJP corner joints.

OBG CROSS BEAM CB4

This QA observed that no significant work was being performed on this crossbeam during the time QA was present.

OBG CROSS BEAM CB5

This QA observed that no significant work was being performed on this crossbeam during the time QA was present.

OBG CROSS BEAM CB6

This QA observed that no significant work was being performed on this crossbeam during the time QA was present.

OBG CROSS BEAM CB7

This QA observed that no significant work was being performed on this crossbeam during the time QA was present.

OBG CROSS BEAM CB8

This QA inspector observed ZPMC personnel appears to have performed base metal weld repairs on material designated as SPCM on the approved shop drawings without the Engineers approval. The areas being repaired were damaged while removing temporary lifting lug welds at the corners of this crossbeam. The component is identified as OBG crossbeam CB8. The SPCM panels affected are identified as side panel SP202A and bottom panel BP204A. AWS D1.5 2002 section 3.3.7.3 specifies “Tack welds not incorporated into the final weld shall be removed in such a manner that the base metal is not nicked or undercut. Repair of base metal accidentally removed shall be approved by the Engineer prior to making the repair. This QA informed ZPMC QA identified as Mr. Zhang Wei and ABF QA inspector identified as Mr. Kelvin Cheung of this issue and that an incident report would be generated. See attached photo.

OBG CROSS BEAM CB10

This QA observed that no significant work was being performed on this crossbeam during the time QA was present.

OBG CROSS BEAM CB12

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This QA observed ZPMC continuing to flame straighten the bottom panel of this crossbeam. The work being performed appeared to be in general compliance with approved heat straightening procedure HSR1-(B)-0328.

Unless otherwise noted, all work observed on this date appeared to be in general compliance with the applicable contract documents.



Summary of Conversations:

As mentioned above.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang (15000422372), who represents the Office of Structural Materials for your project.

Inspected By:	Hall,Steven	Quality Assurance Inspector
Reviewed By:	Patterson,Rodney	QA Reviewer
